

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1.-14. (Cancelled)

Claim 15. (New) A gear selection device for an automatic transmission of a motor vehicle, which has an actuator, a drive element, a driven element, at least one actuation element and an emergency actuation device, wherein:

in normal operation, the actuator is drive-connected to the actuation element via the drive element and the driven element, for the predetermination of a gear of the automatic transmission;

forces or torques acting between the drive element and the driven element are limited by predeterminable force or torque limit values;

in emergency operation, the drive connection is released, so that a relative movement between the drive element and the driven element occurs, and the emergency actuation device exerts on the driven element forces or torques which are higher than the force or torque limit values; and

forces or torques can be transmitted, in accordance with the actuator, between the drive element and the driven element directly after emergency actuation of the gear selection device.

Claim 16. (New) The gear selection device as claimed in Claim 15, wherein:

a gear "P" can be set by means of the gear selection device; and

a parking lock can consequently be engaged by means of the driven element.

Claim 17. (New) The gear selection device as claimed in Claim 16, wherein:

the gear selection device has two actuation directions;

the force or torque limit values for the two actuation directions are different; and

the force or torque limit value in one actuation direction is higher than the maximum force or the maximum torque which can be applied by means of the emergency actuation device.

Claim 18. (New) The gear selection device as claimed in Claim 16, wherein only the gear "P" can be engaged by means of the emergency actuation device.

Claim 19. (New) The gear selection device as claimed in Claim 18, further comprising an emergency release device, by which the gear "P" can be disengaged.

Claim 20. (New) The gear selection device as claimed in Claim 15, wherein at least one of the emergency actuation device and the emergency release device can be actuated by a vehicle driver who is in a a driver's seat.

Claim 21. (New) The gear selection device as claimed in Claim 18, wherein at least one of the emergency actuation device and the emergency release device has an energy accumulator that can be triggered by the vehicle driver or by means of a trigger actuator.

Claim 22. (New) The gear selection device as claimed in Claim 21, wherein the energy accumulator comprises a pneumatic or hydraulic pressure accumulator.

Claim 23. (New) The gear selection device as claimed in Claim 15, wherein:

the drive element has a substantially circular inner contour;

the driven element has a substantially circular outer contour; and

the drive element at least partially surrounds the driven element.

Claim 24. (New) The gear selection device as claimed in Claim 15, wherein a position of the driven element can be detected by a control device by means of a position sensor.

Claim 25. (New) The gear selection device as claimed in Claim 15, further comprising:

at least one blocking bolt which has a basic body and a tooth; and

at least one spring element which acts upon the blocking bolt;

wherein the force or torque can be transmitted from the drive element to the driven element via the blocking bolt.

Claim 26. (New) The gear selection device as claimed in Claim 25, wherein:

the driven element has at least one recess, in which the blocking bolt and the spring element are arranged; and

the drive element has a toothing on the inner contour; and

the tooth of the blocking bolt engages into the toothing gear.

Claim 27. (New) The gear selection device as claimed in Claim 26,
wherein:

the tooth of the blocking bolt has two flanks;

in each case one flank lies in a force flux during the transmission of
the force or of the torque in an actuation direction; and

the flanks have different angles of inclination with respect to the
basic body.

Claim 28. (New) The gear selection device as claimed in Claim 15,
wherein the drive element comprises a single piece with an element of the
actuator.